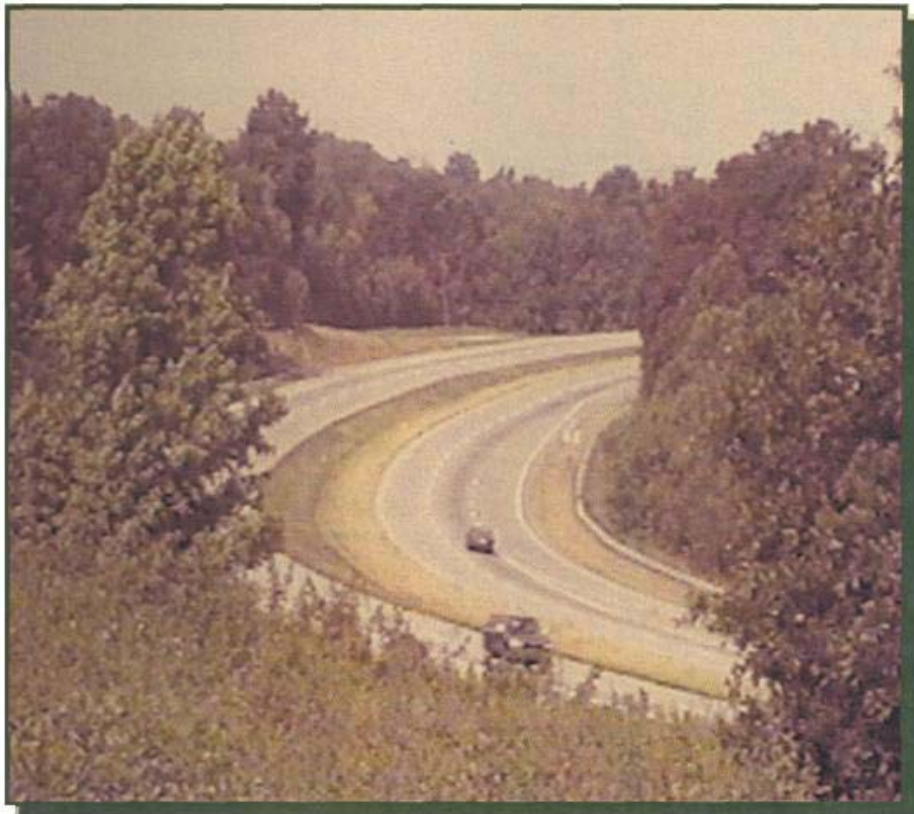


Business Interstate 85 Corridor Plan



Adopted by the High Point City Council
April 17, 1997

**AN ORDINANCE ADOPTING THE BUSINESS INTERSTATE 85 CORRIDOR PLAN
AND AMENDING THE LAND USE PLAN FOR HIGH POINT AND ITS ENVIRONS**

WHEREAS, the City Council of the City of High Point adopted the Land Use Plan for High Point and Its Environs on January 7, 1992, and

WHEREAS, the Business Interstate 85 Corridor is assuming increasing importance as a commuting route between High Point, Greensboro, Randolph County, Davidson County and other points, and

WHEREAS, development interest within the Business Interstate Corridor is growing, thus precipitating a reexamination of the assumptions used in formulating the 1992 Land Use Plan, and

WHEREAS, this reexamination has resulted in the preparation of the Business Interstate 85 Corridor Plan, and

WHEREAS, public hearings were held before the High Point Planning and Zoning Commission on February 25, 1997 and before the City Council of the City of High Point on April 17, 1997 and deferred until May 1, 1997 regarding the adoption of said Business Interstate 85 Corridor and proposed amendments to said Land Use Plan for High Point and Its Environs.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT, NORTH CAROLINA:

SECTION 1. That the Business Interstate Corridor Plan , dated February 3, 1997, be adopted and that the Land Use Plan for High Point and Its Environs be amended by incorporating the said adopted plan.

Being a total of approximately 1,083 acres described as follows:

1. The approximately 226 acres of the area in the Business I-85 Corridor included in the 1995 Interstate 85/Northwest Randolph County Development Assessment should be designated for heavy industrial use. This land is located in the rough triangle formed by the Guilford/Randolph County line, the Randolph/Davidson County line and Prospect Street;
2. The approximately 167 acres designated for heavy industrial use in the Uwharrie General Watershed Area should be redesignated for light industrial use. This land is generally between West Fairfield Road and the Guilford County line, west of South Main Street and east of Prospect Street; and
3. The approximately 690 acres located south of Business I-85 bounded by Old Mendenhall Road and Prospect Street (also included in the NW Randolph County Development Assessment) should be designated for light industrial use, with the

exception of the low density residential area which may become a part of an incorporated Trinity.

This property is shown on Map 6 in the said Business Interstate 85 Corridor Plan, on file in the High Point Department of Planning and Development and incorporated herein by reference.

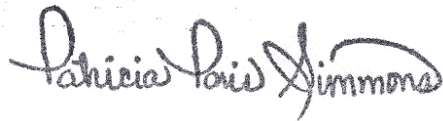
SECTION 2. Should any section or provision of this ordinance be declared invalid, such decision shall not affect the validity of remaining portions of this ordinance.

SECTION 3. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. This ordinance shall become effective immediately upon adoption.

PATRICIA PARIS SIMMONS, CITY CLERK

Adopted by the City Council on the 1st day of May, 1997

A handwritten signature in cursive script that reads "Patricia Paris Simmons".

City Clerk

Seal



Table of Contents

Executive Summary	i
Background	1
The Planning Area	1
Planning Issues	4
Policies	8

Background

Business Interstate 85 in Guilford County is both an important gateway to High Point and a critical commuting route between area cities. A 1994 study examined ways to protect future drinking water supplies and to maintain acceptable traffic flows in the Business I-85 Corridor. It also resulted in the designation of an additional 254 acres of light industrial property on the city's land use plan.

The Planning Area

The planning area includes property between Vickrey Chapel Road and the Randolph County/Davidson County line (see Maps 1a and 1b). The area north of Baker Road is largely undeveloped with the exception of two substantial furniture retailers at Riverdale Drive and residential subdivisions near Vickrey Chapel Road and Baker Road. The corridor south of Baker Road is dominated by industrial uses, including manufacturing, transportation, utilities and warehousing. Agreements with Greensboro, Thomasville and Archdale provide for the potential annexation of most of the area by High Point, though there is no timetable for such annexation.

Planning Issues

The main issues to be addressed in this study are as follows:

Corridor Appearance: Controlling off-site signs (billboards) and communications towers, maintaining existing trees along the length of the corridor and encouraging good building and site design are key elements necessary to keep the Business Interstate 85 Corridor as attractive as possible. The development ordinance allows off-site signs only in the Heavy Industrial (HI) Zoning District.

As noted, the northern portion of the Business I-85 corridor is far less developed than the southern. Accordingly, it contains more native vegetation along Business I-85. However, many trees and shrubs remain in and along the Business I-85 right-of-way south of Baker Road.

Finally, the NCDOT has a bridge improvement project in the area, including enhanced landscaping, which will be discussed in greater detail later in this study. This project will improve the appearance, as well as the safety, of the Business I-85 Corridor.

Executive Summary

Scenic Corridor Overlay District: The *High Point Development Ordinance* provides for the establishment of a scenic corridor overlay district when warranted. The creation of such a district must be in response to a corridor plan. This plan will evaluate whether a scenic corridor overlay district is the best way to address planning issues in the corridor.

Vehicular Access and Maintaining Traffic Flow: Business I-85 is increasingly important as a commuter route between Greensboro, High Point and Davidson County as congestion continues to mount on other routes such as Greensboro/High Point Road and Wendover Avenue. There are eight at-grade access points to Business I-85 in the planning area, though only two, River Road and Riverdale Drive, are major roads.

Land Use: As noted earlier, land uses are highly mixed, and significant amounts of vacant land remain throughout the planning area. The primary land use issue is whether to amend the land use plan as was done in the northern part of the planning area in 1994 to accommodate additional light industrial uses in the southern portion of the planning area.

Protection of Drinking Water Supplies: High Point is in partnership with other jurisdictions in planning and constructing Randleman Dam and Reservoir, whose general watershed area will extend into the eastern portion of the Business I-85 Corridor. Guilford County currently applies watershed regulation in the area under its jurisdiction, but High Point does not. However, High Point does seek appropriate watershed protection measures as property is annexed and rezoned.

Policies

In light of the above analysis of the planning issues, the following policies are recommended for adoption.

Corridor Appearance

1. Conditional use zoning should be used in the corridor in future rezoning cases to prevent the erection of additional billboards in the Heavy Industrial (HI) Zoning District and to encourage the location of communication towers as far from Business I-85 as possible.
2. Conditional use zoning should be used to encourage good building and site design, taking into special consideration building orientation and the placement of such unattractive features as loading docks. Building materials and color, and placement of structures in relation to existing vegetation would also be of concern.

3. The NCDOT District Engineer should be made aware of the city's strong interest in maintaining the maximum amount of native trees possible in its right-of-way.

Scenic Corridor Overlay District

For the following reasons, the creation and implementation of an additional overlay district in High Point for the Business I-85 corridor would be premature at this time:

1. The corridor is not under heavy development pressure as are existing or planned scenic corridors like Eastchester Drive/Highway 68 and Wendover Avenue;
2. Much of the existing development in the corridor is of mixed visual quality, making it difficult to ascribe high scenic qualities to the entire corridor; and
3. Because a large share of the most attractive development property in the corridor is not now within the city limits, it would be subject to rezoning when it is annexed and development proposed. The city can then work through the conditional use rezoning process to ensure high quality new development in the corridor.

However, this policy should be re-examined beginning three years after the adoption of this plan in order to determine whether such a district is needed at that time.

Land Use

Three amendments to the 1992 Land Use Plan are recommended in addition to the 254 acres centered on River Road between Riverdale Drive and Vickrey Chapel Road redesignated in 1994, as follows:

1. Approximately 226 acres of the area in the Business I-85 Corridor included in the 1995 Interstate 85/Northwest Randolph County Development Assessment should be designated for heavy industrial use. This land is located in the rough triangle formed by the Guilford/Randolph County line, the Randolph/Davidson County line, Prospect Street and Business I-85;

Executive Summary

2. The approximately 167 acres designated for heavy industrial use in the Uwharrie General Watershed Area should be redesignated for light industrial use. This land is generally between West Fairfield Road and the Guilford County line, west of South Main Street and east of Prospect Street;
3. The approximately 690 acres located south of Business I-85 bounded by Old Mendenhall Road and Prospect Street (also included in the NW Randolph County Development Assessment) should be designated for light industrial use, with the exception of the low density residential area which may become a part of an incorporated Trinity. See Map 6.

Protection of Drinking Water Supplies

Until the state designates the Randleman watershed a drinking water watershed, High Point should protect this future water supply through the use of the conditional use and rezoning process when development proposals are made and annexation is sought.

Vehicular Access and Maintaining Traffic Flow

1. The NCDOT should be encouraged to continue to deny at-grade access to Business I-85.
2. In the event that such access is granted, acceleration/deceleration lanes should be constructed at the expense of the developer.

Business Interstate 85 Corridor Plan

Vickrey Chapel Road to the Randolph County/Davidson County Line

Background

The 10-mile stretch of Business Interstate 85 between Vickrey Chapel Road and the Randolph County/Davidson County line is an important, highly visible gateway to High Point. In addition, when combined with the remainder of the Business I-85 corridor, it provides a critical commuting route between Davidson County, High Point and Greensboro. Interest in detailed planning for the future of the Business I-85 corridor was sparked by the High Point Economic Development Corporation's desire to locate potential industrial development sites in the southeast part of the city. In response, a study of the area between Vickrey Chapel Road and Baker Road was conducted in 1994. The recommendations of the study were adopted by the High Point City Council in July of that year. As a result, 254 acres of land were designated for light industrial use on the city's land use plan. In addition to the location of more sites suitable for industrial use and related land use issues, the 1994 study examined ways to protect future drinking water supplies and to maintain acceptable traffic flows in the Business I-85 Corridor. Finally, the study recommended that further exploration be made of the desirability of a scenic corridor overlay district for the corridor. This plan will revisit all of the issues contained in the 1994 study, but it will pay special attention to the question of corridor appearance and specifically the desirability of applying scenic corridor regulations to Business I-85 as a way to preserve existing trees, control billboards, locate cellular towers as unobtrusively as possible, and generally maintain the appearance of the corridor.

The Planning Area

The planning area, shown on Maps 1a and 1b, includes property between Vickrey Chapel Road and the Randolph County/Davidson County line. The northern and southern boundaries are lines roughly 1,500 feet north and south of the centerline of Business I-85. The area north of Kivett Drive is largely undeveloped with the exception of two substantial furniture retailers at Riverdale Drive and residential subdivisions near Vickrey Chapel Road and Baker Road. The corridor south of Kivett Drive is dominated by industrial uses, including manufacturing, transportation, utilities and warehousing. However, there are commercial uses and a significant amount of residential use south of Kivett Drive, as well. Maps 2a and 2b and Table 1 show designated land use in the current and future jurisdictions of High Point. This designated land use correlates relatively well with existing land use where property has been developed.

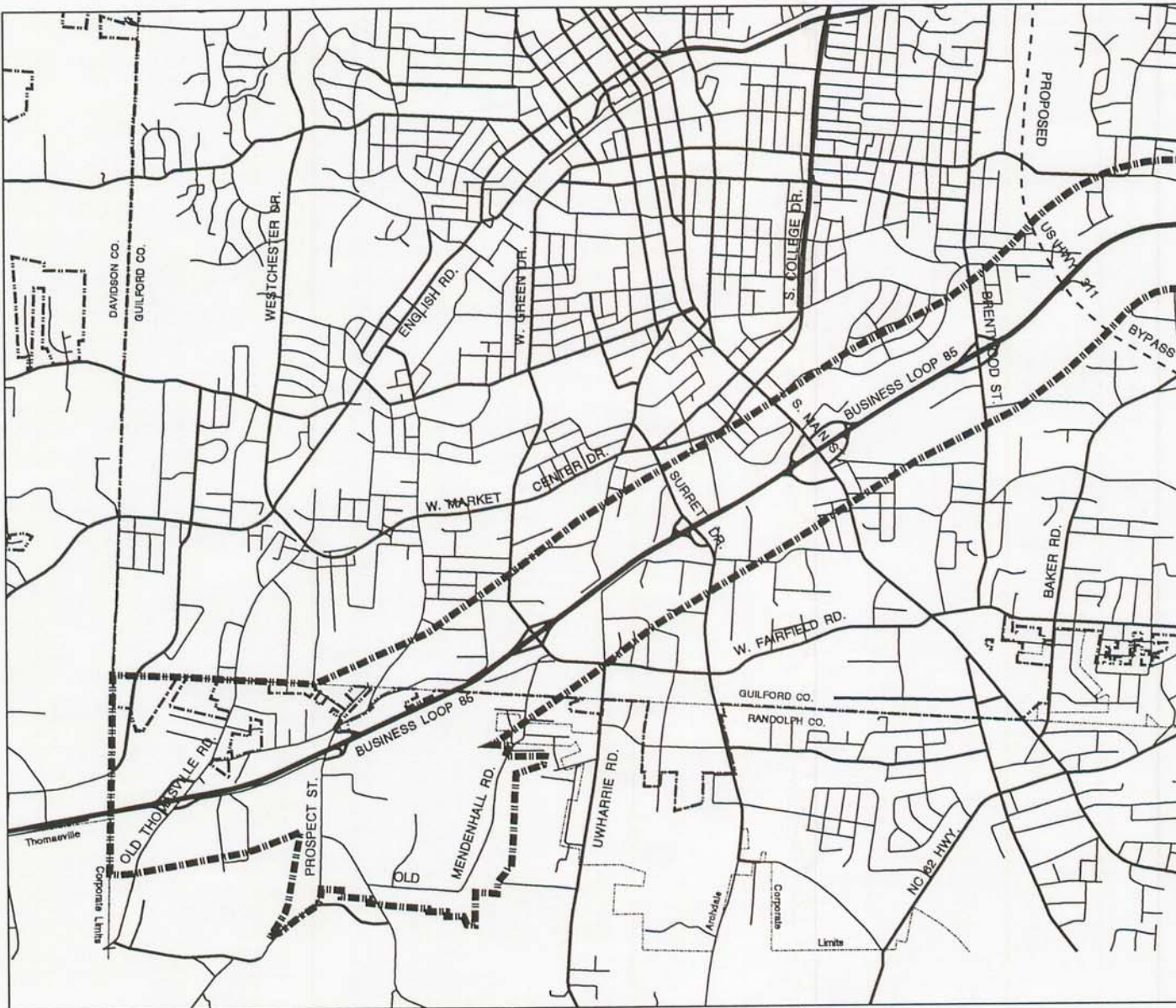
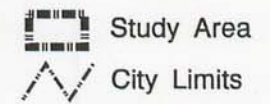
Figure 1
Land Uses, Jurisdiction and Zoning at Business Interstate 85 Interchanges

1. Vickrey Chapel Road - single-family residential and a convenience store with gas pumps. *Guilford County - highway business, low-density residential, and agriculture.*
2. River Road - single-family residential and vacant land. *Guilford County - agriculture.*
3. Riverdale Drive - furniture sales, cemetery and rock quarry. *Guilford County and High Point - conditional use highway business, conditional use light industrial, low-density residential, heavy industrial and institutional.*
4. Kivett Drive - mixed retail and mobile home sales. *High Point – light industrial, heavy industrial and highway business.*
5. Baker Road - furniture sales, textile wholesaler and a paper company. There is considerable single-family use in the vicinity, as well as vacant land. *High Point - light industrial, conditional use heavy industrial, low- and medium-density residential.*
6. Brentwood Avenue - gas station, truck leasing, furniture sales, offices and a motel. *High Point - highway business, light industrial and institutional.*
7. Main Street (US 311) - church, gas sales, commercial, auto repair/sales and a coin laundry. *High Point - highway business, general business and institutional.*
8. Surrett Drive - church, single-family residential, commercial, furniture manufacturing and furniture sales. *High Point - light industrial.*
9. West Green Drive - motel, dairy, commercial, truck body manufacturer, fabric sales, plywood sales and offices. *High Point - highway business, light industrial and heavy industrial.*
10. Prospect Street - convenience store with gas pumps, tool and molding manufacturer, propane sales, machine manufacturer, welding supplies, junk yard, water tower and an auto auction. *Randolph County - highway business, industrial and agriculture.*
11. Old Thomasville Road - used appliance dealer, auto repair, metal stamper, auto storage, single-family residential and Duke Power operations office and yard. *Randolph County - light industrial, highway business and agriculture.*

Business I-85 Corridor Plan

Map 1a Study Area

Legend



Department of Planning and Development
City of High Point, North Carolina



Prepared: January 1997
Not To Scale

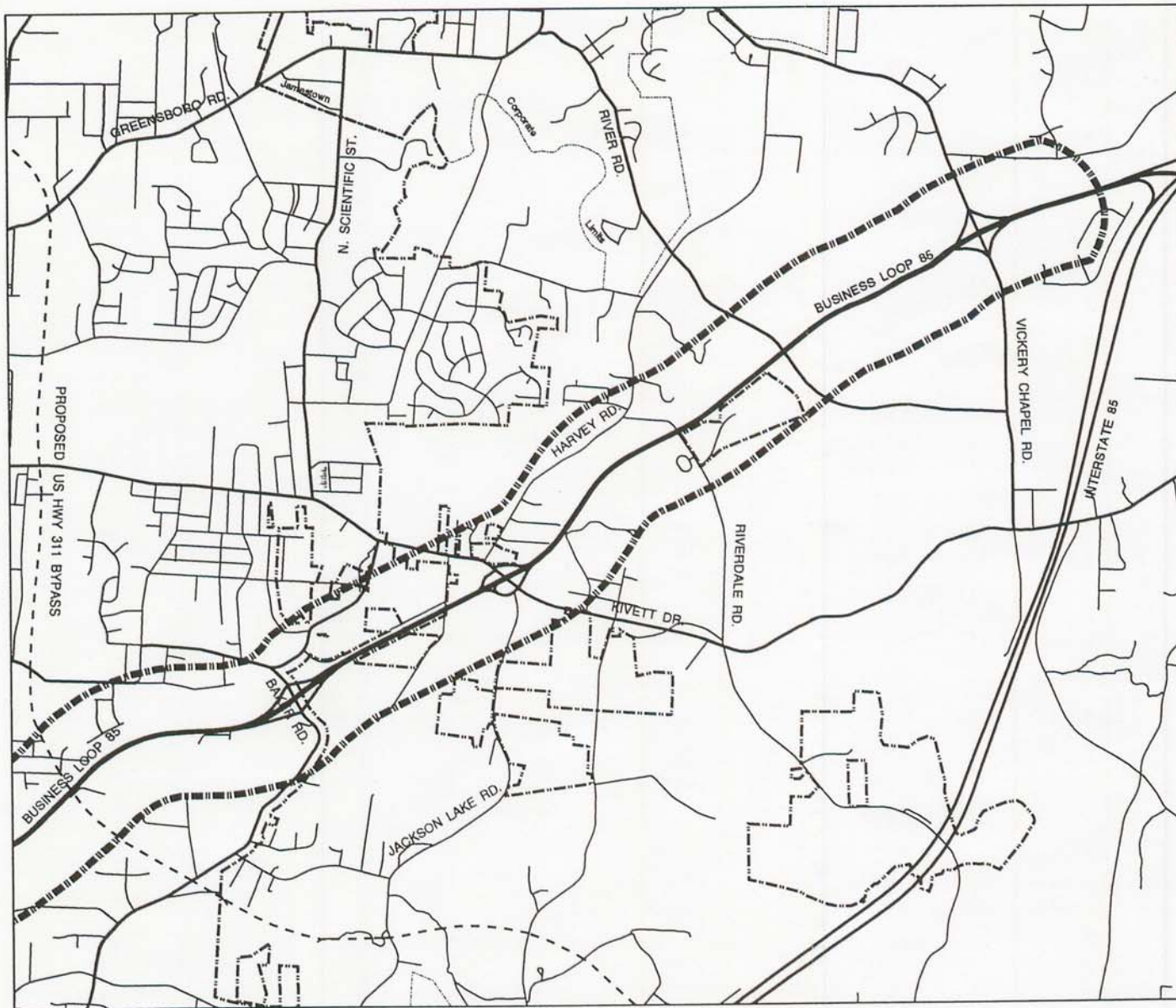


Business I-85 Corridor Plan

Map 1b Study Area

Legend

-  Study Area
-  City Limits



Department of Planning and Development
City of High Point, North Carolina




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Business I-85 Corridor Plan

Map 2a Adopted Land Use Plan

Legend

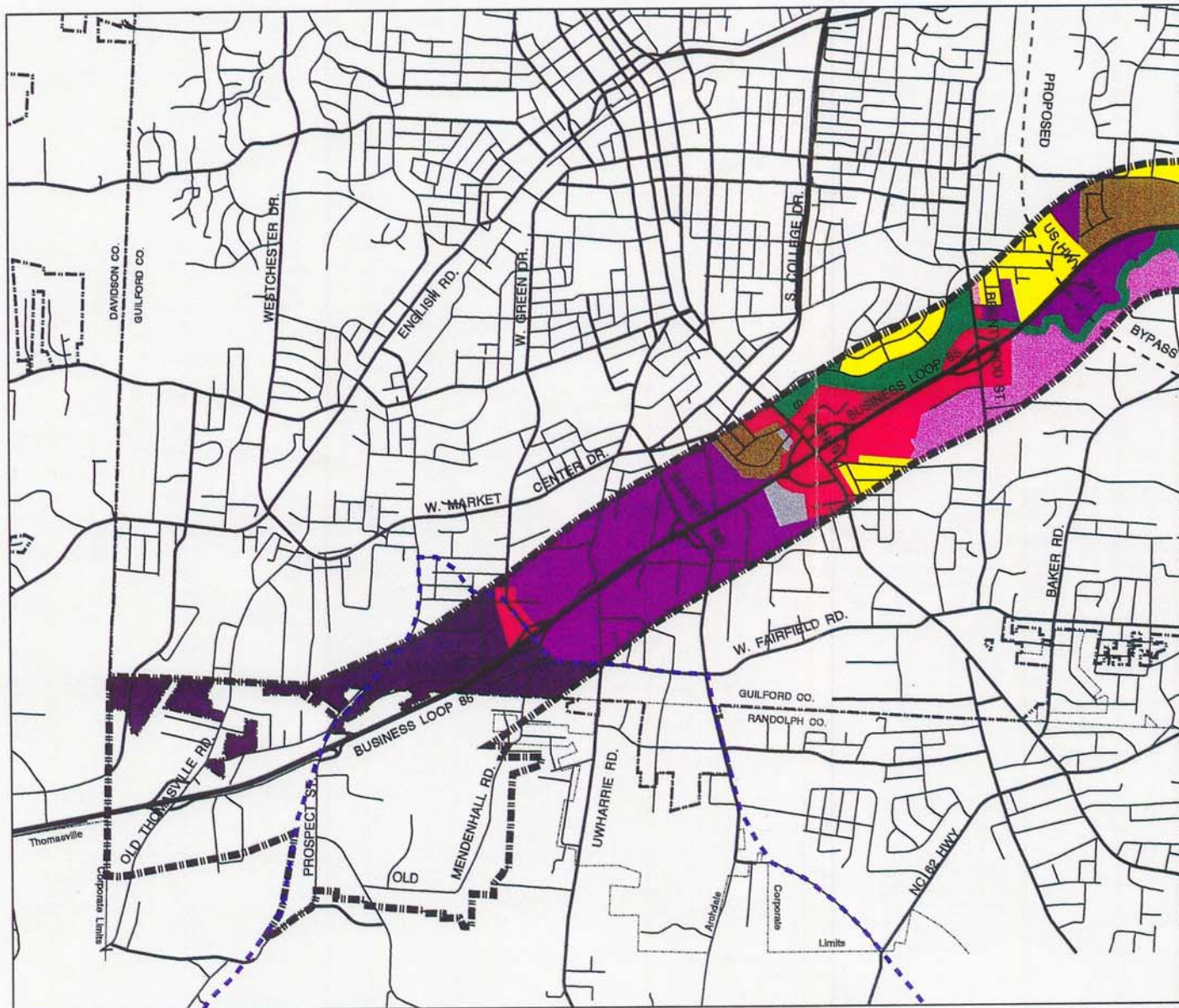
-  Study Area
-  City Limits
-  Uwharrie Watershed

Land Use Categories

-  Agricultural
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Office
-  Local/Convenience Commercial
-  Community/Regional Commercial
-  Restricted Industrial
-  Light Industrial
-  Heavy Industrial
-  Institutional
-  Recreation

Department of Planning and Development
City of High Point, North Carolina

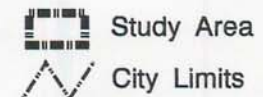
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Business I-85 Corridor Plan

Map 2b Adopted Land Use Plan

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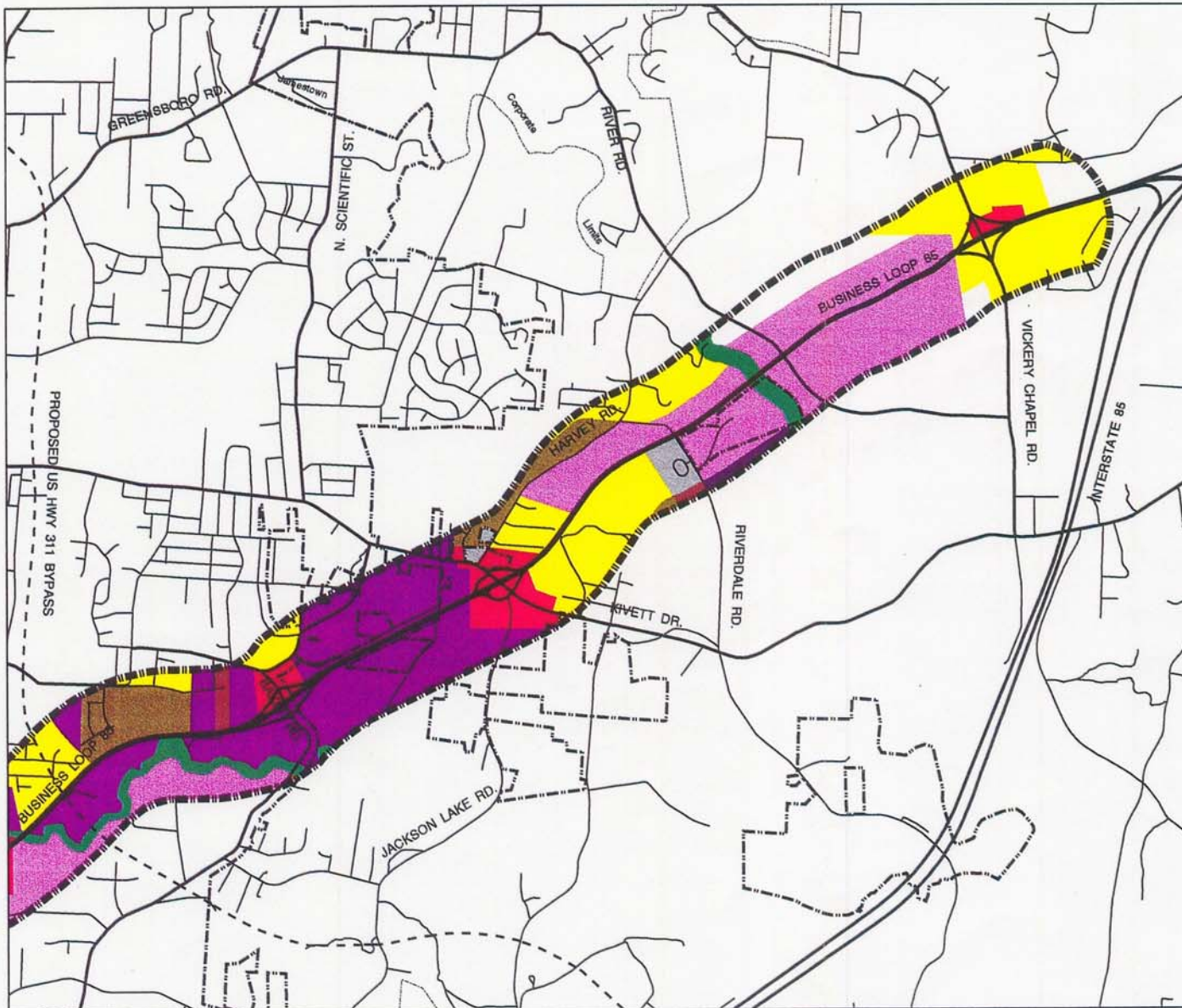


Land Use Categories

- Agricultural
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office
- Local/Convenience Commercial
- Community/Regional Commercial
- Restricted Industrial
- Light Industrial
- Heavy Industrial
- Institutional
- Recreation

Department of Planning and Development
City of High Point, North Carolina

Prepared: January 1997
Not To Scale



Business Interstate I-85 is the primary east/west route in the corridor, while Vickrey Chapel Road, River Road, Riverdale Drive, Kivett Drive, Baker Road, Brentwood Street, South Main Street, Surrett Drive, West Green Drive, Prospect Street, and Old Thomasville Road are the most important north/south streets. All except River Road and Riverdale Drive have grade-separated interchanges with Business I-85. Land uses, *jurisdiction* and *zoning* at these interchanges and intersections are shown on Figure 1 on the preceding page.

With the exception of Furnitureland South and Boyles Furniture at Riverdale Drive and Rose Furniture at Surrett Drive, development at these interchanges is mostly old, and its condition ranges from good to poor. The same can be said of most of the scattered non-residential development of all types between the interchanges adjacent to Business I-85. Residential uses in the planning area present a mixed picture, with some well maintained and others dilapidated.

There are approximately 4,036 acres in the planning area, which is crossed by several small streams and the Deep River. Those streams in the eastern portion of the planning area flow generally east toward the Deep River. Land drained by them will eventually be included in the Randleman Reservoir General Watershed Area. In the western part of the planning area, streams flow south toward Asheboro's water supply reservoir, Lake Reese.

Table 1
Adopted Land Use Plan Designations in the Planning Area

Land Use	Acreage	Percent Total
Agricultural	102	3%
Community/Regional Commercial	341	8%
Local/Convenience Commercial	2	--
Heavy Industrial	199	5%
Light Industrial	1,562	39%
Restricted Industrial	586	15%
Institutional	46	1%
Recreational	161	4%
High Density Residential	25	1%
Medium Density Residential	160	4%
Low Density Residential	853	21%
TOTAL	4,036	100%

Source: High Point Department of Planning and Development

Properties drained by them are in the Uwharrie General Watershed Area. For the most part, the terrain in the corridor is fairly rough, and a significant amount of forest cover remains.

Not all of the planning area is within High Point’s current jurisdiction, but almost all of it is within the city’s sphere of influence. Agreements with Greensboro, Thomasville and Archdale provide for the potential annexation of most of the area by High Point, though there is no timetable for such annexation. *(The portion between the Davidson County line and a point west of Prospect Street may be annexed by Thomasville under the agreement. In addition, a part of the area generally south of Old Mendenhall Road may become part of the new town of Trinity if it incorporates.)*

Planning Issues

The main issues to be addressed in this plan are as follows:

Corridor Appearance: Controlling **billboards** (off-site signs) and **communications towers** and maintaining **existing trees** along the length of the corridor are key elements

Table 2
Zoning in the Planning Area

Zoning District	Acreage	Percent Total
Agricultural	500	12%
Highway Business	295	7%
General Business	53	1%
Limited Business	1	--
Heavy Industrial	322	8%
Light Industrial	1,535	37%
Corporate Park	59	1%
Planned Development-Moderate	3	--
Public/Institutional	125	3%
Multi-family Residential-18	28	1%
Multi-family Residential-12	41	1%
Multi-family Residential-8	79	2%
Single-family Residential-40	219	5%
Single-family Residential-20	572	14%
Single-family Residential-15	6	--
Single-family Residential-12	9	--
Single-family Residential-9	242	6%
Single-family Residential-7	102	2%
TOTAL	4,191	100%

Source: High Point Department of Planning and Development

necessary to keep the Business I-85 Corridor as attractive as possible. **Billboards** are defined in the *High Point Development Ordinance* as “Any sign which directs attention to

a business, commodity, service, entertainment or attraction sold, offered or existing elsewhere than upon the same lot where such sign is displayed.” The development ordinance allows off-site signs only in the Heavy Industrial (HI) Zoning District. The predominant zoning district in the planning area is Light Industrial (LI), in which billboards are not allowed. Table 2 and Maps 3a and 3b show land use in the planning area by zoning district.

In addition to limiting billboards to the HI Zoning District, the development ordinance places other restrictions on the size and location of new billboards. The area of the billboard’s face cannot exceed 450 feet square; and its height cannot be more than 30 feet, or 50 feet if the sign is within 400 feet of the right-of-way of an interstate highway, which Business I-85 no longer is, despite its name.

Spatial location restrictions are equally important for this corridor. A new billboard cannot be constructed within a 500 foot radius of an existing one or within 300 feet of residentially zoned property or a property containing a church. Maps 3a and 3b show existing billboards in the corridor and illustrate that the amount of property zoned HI is small along Business I-85. There are other minor restrictions on billboards in the development ordinance, but their application would only reduce the possible number of billboards. Finally, none of the billboards visible from Business I-85 are conforming signs, that is, they could not have been erected under the current development ordinance. When they are removed, they cannot be replaced.

Recent advances in wireless telecommunications and the increased use of the technology by the public have increased the need for additional **communications towers** in all communities, particularly near important commuter routes like Business I-85. While these towers must be located according to specific geographic criteria, they can detract from the visual appeal of an area, as does the one at the split of Interstate 40 and Business I-40 near Sandy Ridge Road. Thus, it is important to keep communications towers as far away as possible from the frontage of major commuter routes.

As noted above, the northern portion of the Business I-85 corridor is far less developed than the southern. Accordingly, it contains more native vegetation along Business I-85. However, many **trees and shrubs** remain in and along the Business I-85 right-of-way south of Baker Road. Sites with significant vegetation are shown on Maps 4a and 4b. This vegetation consists mostly of red oak (*Quercus rubra*), white oak (*Quercus alba*), hickories (*Carya* spp.), sweetgum (*Liquidambar styraciflua*) and tulip tree (*Liriodendron tulipifera*) in the canopy, and dogwood (*Cornus florida*) and redbud (*Cercis canadensis*) in the understory.

In order to clear vegetation from state right-of-way, permission must be obtained from the North Carolina Department of Transportation (NCDOT). This is done by applying to the District Engineer for a Selective Vegetation Removal Permit. The permit cannot be granted until the development on the site is completed and occupied. Once it is, a NCDOT landscape architect visits the site and determines how much vegetation can be removed. NCDOT policy calls for the retention of mature hardwoods and attractive

understory trees like dogwoods and redbuds, consistent with the need of the development for visibility from the highway.

Finally, the NCDOT has a bridge improvement project in the area, which will be discussed in greater detail later in this plan, that includes enhanced landscaping. This project will improve the appearance, as well as the safety, of the Business I-85 Corridor.

Scenic Corridor Overlay District: The *High Point Development Ordinance* provides for the establishment of a scenic corridor overlay district when warranted. The creation of such a district must be in response to a corridor plan, which is required to address at a minimum the following issues:

1. The arrangement of land uses along the corridor which shall create a visually pleasing impression;
2. The unique qualities of the corridor, such as landmark buildings, views and vistas, and natural features which lend themselves to special consideration;
3. The value of the corridor as an entryway to the City which can influence the perception of individuals or firms considering investment in the community;
4. The location, size, shape, illumination, spacing, height, and number of signs; and
5. Transportation, including vehicular access, dedication of right-of-way, driveway limitations, and traffic impact.

A scenic overlay zoning district must allow any use permitted in the underlying zoning district, but it can impose additional requirements on such things as landscaping, building design and materials, and signage. At the present time, the only scenic corridor overlay district in High Point is along Eastchester Drive/NC Highway 68.




Vehicular Access and Maintaining Traffic Flow: Business I-85 is increasingly important as a commuter route between Greensboro, High Point and Davidson County as congestion continues to mount on other routes such as Greensboro/High Point Road and Wendover Avenue. In addition, as development continues in the planning area, in south and southeast High Point, and in the larger vicinity, traffic can only increase. Historic traffic counts on Business I-85 are shown on Table 3.

As traffic counts rise in the planning area, there is mounting concern about congestion and safety. As noted above, the NCDOT has begun a safety improvement program which will involve repaving, upgrading guardrails and shoulders, replacing bridges and other activities. These projects are detailed in the state Transportation Improvement

Business I-85 Corridor Plan

Map 3a Existing Zoning

Legend

-  Study Area
-  City Limits
-  Billboards

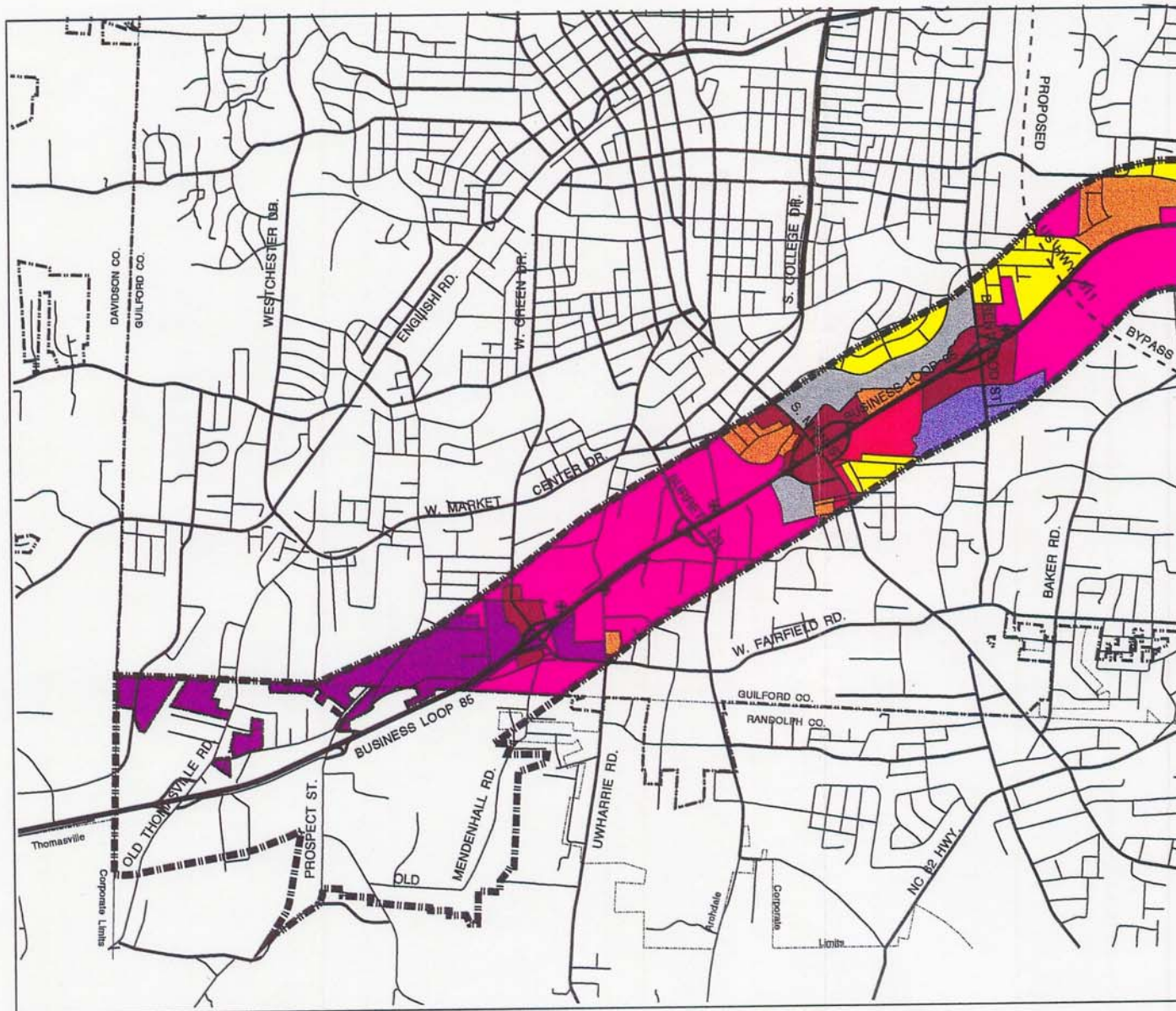
Zoning Districts

-  Agricultural
-  Highway Business
-  General Business
-  Limited Business
-  Heavy Industrial
-  Light Industrial
-  Corporate Park
-  Planned Unit Development-Mixed
-  Public and Institutional
-  Residential Multifamily Districts
-  Residential Single Family Districts

Zoning outside of High Point's jurisdiction not shown.

Department of Planning and Development
City of High Point, North Carolina




Prepared: January 1997
Not To Scale






Business I-85 Corridor Plan

Map 3b Existing Zoning

Legend

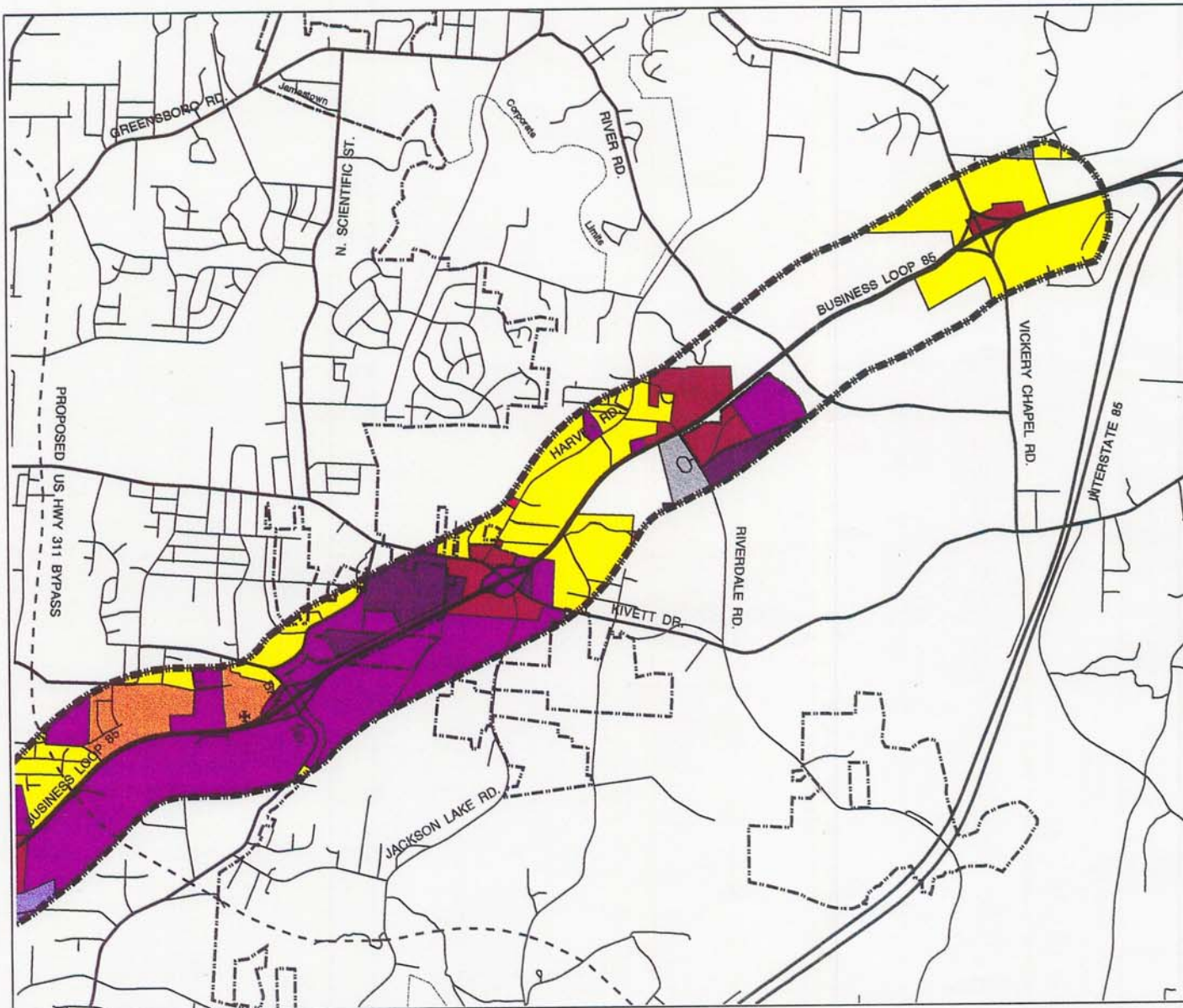
-  Study Area
-  City Limits
-  Billboards

Zoning Districts

-  Agricultural
-  Highway Business
-  General Business
-  Limited Business
-  Heavy Industrial
-  Light Industrial
-  Corporate Park
-  Planned Unit Development-Mixed
-  Public and Institutional
-  Residential Multifamily Districts
-  Residential Single Family Districts

Department of Planning and Development
City of High Point, North Carolina




Prepared: January 1997
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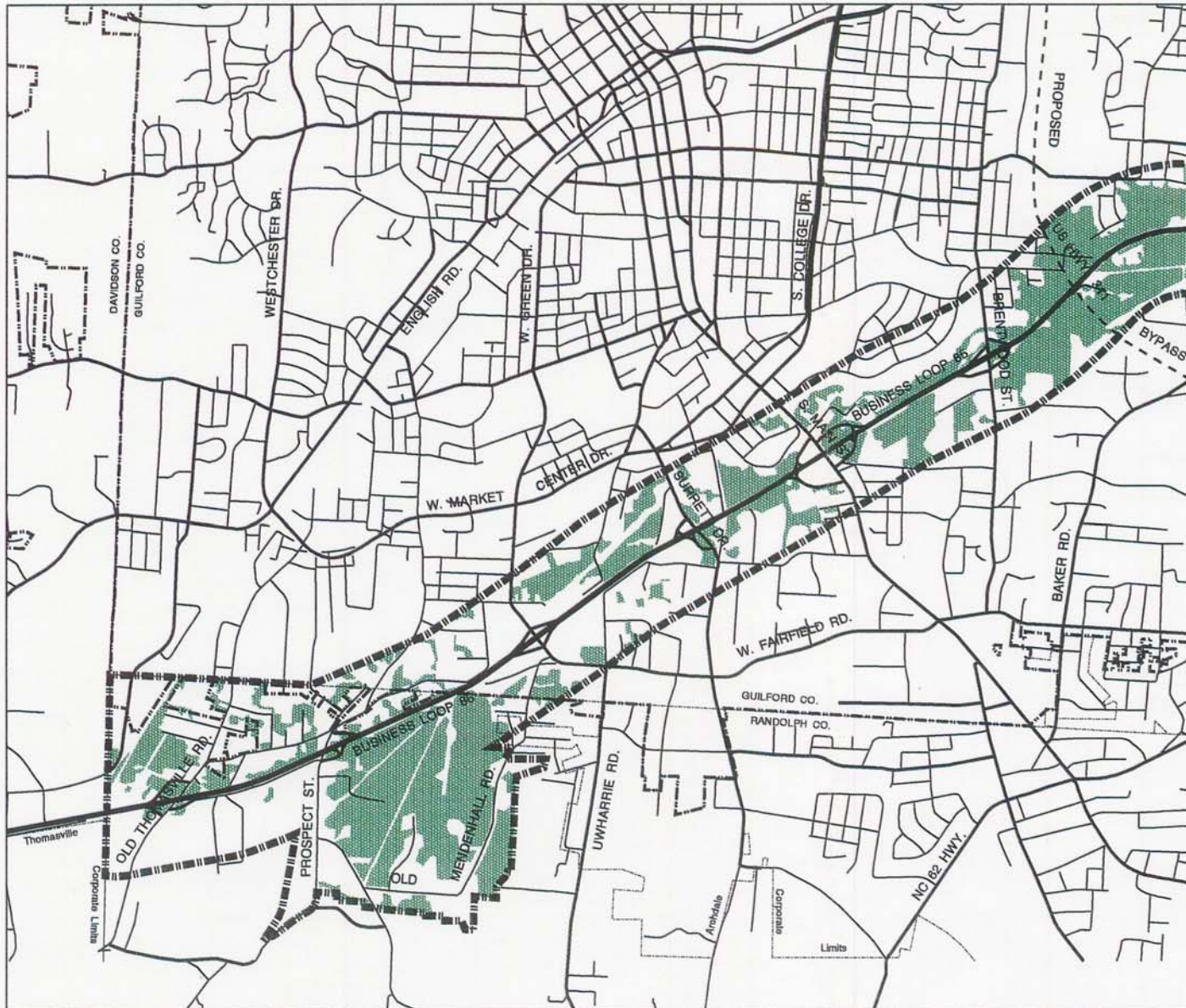


Business I-85 Corridor Plan

Map 4a Significant Tree Cover

Legend

-  Study Area
-  City Limits
-  Significant Tree Cover



Department of Planning and Development
City of High Point, North Carolina




Prepared: January 1997
Not To Scale



Business I-85 Corridor Plan

Map 4b Significant Tree Cover

Legend

-  Study Area
-  City Limits
-  Significant Tree Cover



Department of Planning and Development
City of High Point, North Carolina

Prepared: January 1997
Not To Scale



Table 3
Daily Traffic Counts On Business Interstate 85

<i>Business I-85 between</i>	1988	1992	1994	% Change
Prospect/Green	20,400	19,600	25,700	+25%
Green/Surrett	17,300	16,500	16,500	-5%
Surrett/Main	16,500	16,800	N/A	+2%
Main/Brentwood	16,000	20,000	20,300	+27%
Brentwood/Triangle Lake	16,900	17,100	17,500	+4%
Triangle Lake/Kivett	15,400	15,800	16,800	+9%

Source: High Point DOT and North Carolina DOT

Program (TIP). Figure 2 and Maps 5a and 5b present TIP projects in the planning area.

Figure 2
Transportation Improvement Projects in the Planning Area

- Project: **U-3432 - SR 1216 (Surrett Dr.)**, Eden Terrace to Market Center Dr. Widen to multi-lanes.
Status: Identified future need. Classification: Major thoroughfare.
- Project: **U-3433 - NC 610 (East Fairfield Rd.)**, US 311 (South Main St.) to NC 62 (Liberty St.). Widen roadway to multi-lane.
Status: Identified future need. Classification: Major thoroughfare.
- Project: **B-2978 - US 29-70/Bus. I-85**. Replace bridge no. 196 (Baker Rd.)
Status: Acquire right-of-way in 1998, begin construction in 1999.
Classification: Major thoroughfare.
- Project: **R-2565 - Brentwood St.** Replace bridge no. 170 over US 29-70/Bus. I-85.
Status: Acquire right-of-way in 1997, begin construction in 1998.
Classification: Major thoroughfare.
- Project: **R-2808 - Business I-85 in Davidson County to I-85 in Guilford County**. Upgrade, safety improvements, and replace bridge no. 74 at SR 1627 (Old Thomasville Rd., (R-2163), bridge no. 27 at US 29-70/I-85 Bus. Loop (R-3159) and bridge no. 276 at SR 1480 (Vickrey Chapel Rd., R-2832).
Status: Already begun, completed after the year 2000.
Classifications: Major thoroughfares.

Source: North Carolina Department of Transportation, High Point Department of Transportation

There are eight at-grade access points to Business I-85 in the planning area, though only two, River Road and Riverdale Drive, are major roads. There are occasional requests

from developers to the NCDOT for additional at-grade access to Business I-85 from adjacent parcels. These requests have so far been denied due to the severe impacts such access points would have on traffic flow on the highway. The usefulness of the corridor as a commuter route would be greatly reduced by vehicles attempting to merge from a dead stop into traffic traveling in excess of 60 miles an hour. It is doubtful that new at-grade access points will be granted in the future. However, the development of several properties in the planning area is rendered difficult by the lack of interior roads serving them.

Land Use: As noted earlier in the description of the planning area, land uses are highly mixed both as to type and quality; but in general, development is most intense at interchanges in the northern part of the planning area, while the southern part is more developed overall. (See again Maps 2a and 2b.) Still, significant amounts of vacant land remain throughout the planning area. The primary land use issue is whether to amend the land use plan as was done in the northern part of the planning area in 1994 to accommodate additional light industrial uses in the southern portion of the planning area.

Protection of Drinking Water Supplies: High Point is in partnership with other jurisdictions in planning and constructing Randleman Dam and Reservoir, the general watershed area of which will extend into the eastern portion of the Business I-85 Corridor. The current intention is to classify the watershed as WS-IV, which means that any development more intensive than two dwelling units per gross acre or built-upon area greater than 24%-70% will require a wet detention pond. Guilford County currently applies watershed regulation in the area under its jurisdiction, but High Point does not. In 1993, the High Point City Council considered designating the watershed as WS-IV but did not because the Randleman Dam watershed includes much of the existing industrial areas in the southern half of the city.

High Point does seek appropriate watershed protection measures as property is annexed and rezoned. For example, when the Boyles Furniture property was annexed and rezoned by High Point in 1994, a 250-foot conservation easement prohibiting vegetation removal along the Deep River, the construction of a wet detention pond, and a maximum of 50% hard surface area were offered as a part of the conditional use permit accompanying the rezoning request. These conditions were accepted by the city.



Policies

In light of the above analysis of the planning issues, the following policies are recommended for adoption.

Business I-85 Corridor Plan

Map 5a Transportation Improvements

Legend

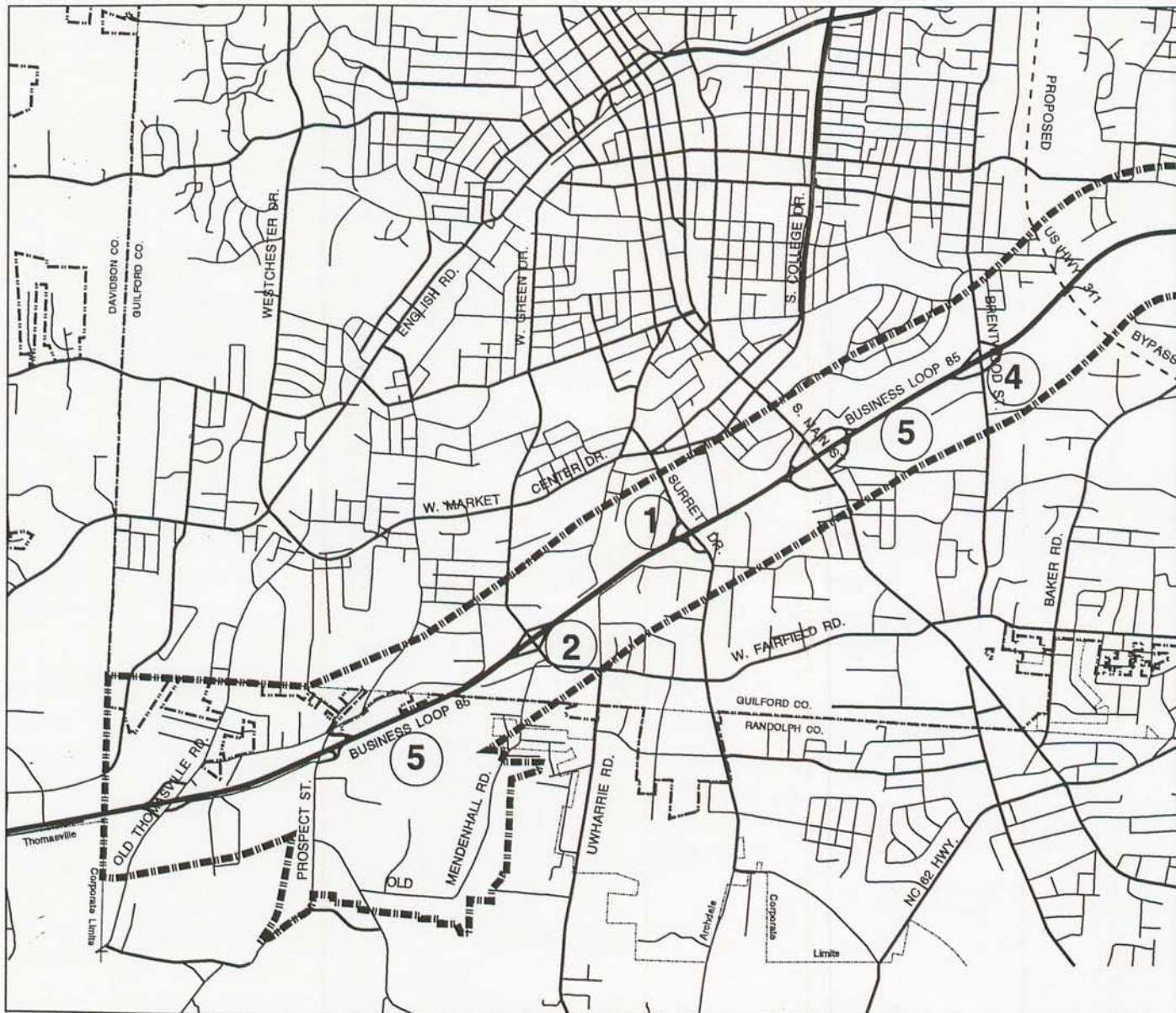
-  Study Area
-  City Limits

Transportation Improvements

-  Surrett Drive
-  East Fairfield Road
-  Brentwood Street
-  Business Loop 85

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Not To Scale



Business I-85 Corridor Plan

Map 5b

Transportation Improvements

Legend



Study Area

City Limits

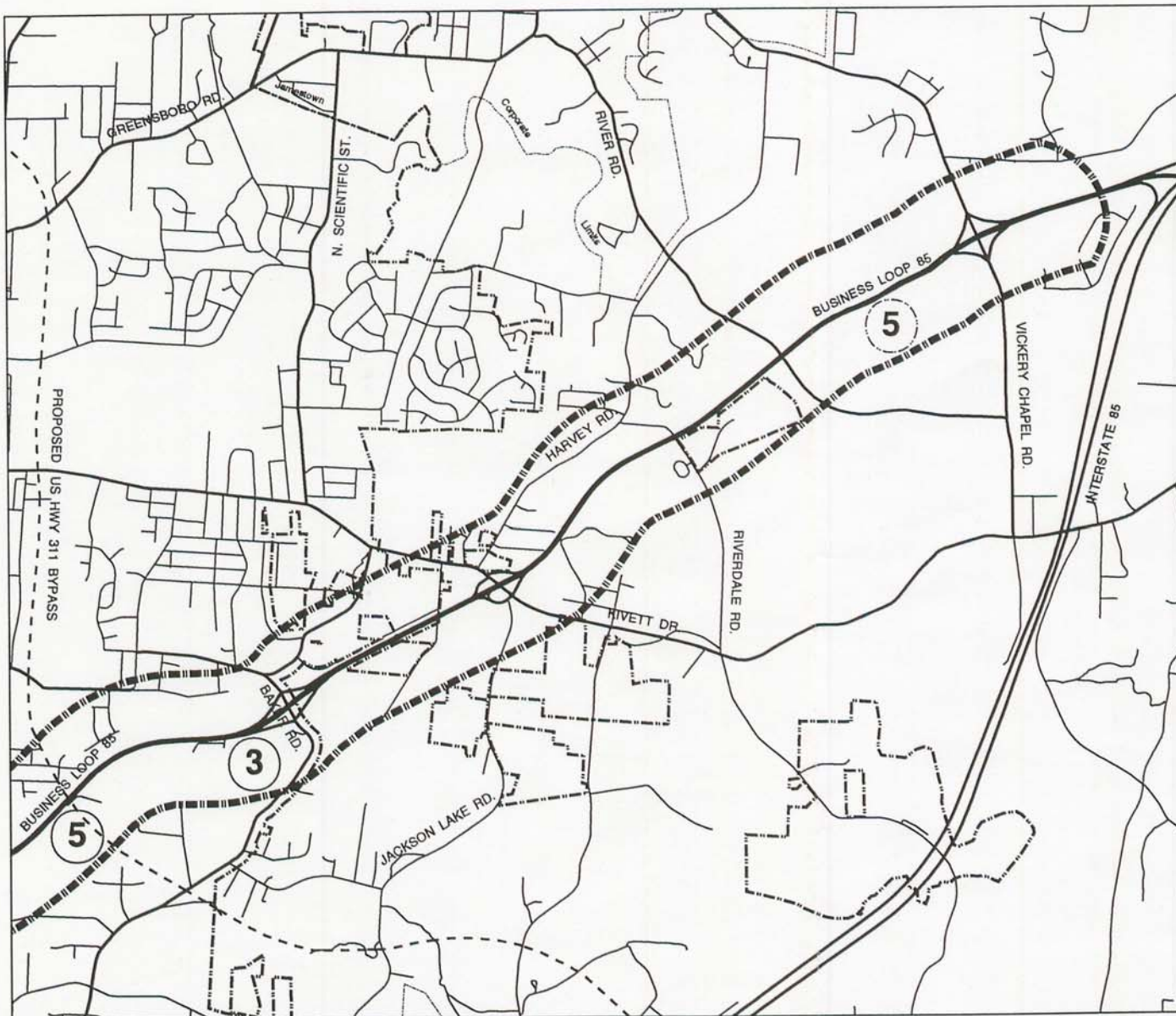
Transportation Improvements



Baker Road



Business Loop 85



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City of High Point, North Carolina

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Not To Scale



Corridor Appearance

1. Conditional use zoning should be used in future rezoning cases in the corridor to prevent the erection of additional billboards in the Heavy Industrial (HI) Zoning District and to encourage the location of communication towers as far from Business I-85 as possible.
2. Conditional use zoning should be used to encourage good building and site design, taking into special consideration building orientation and the placement of such unattractive features as loading docks. Building materials and color, and placement of structures in relation to existing vegetation would also be of concern.
3. The NCDOT District Engineer should be made aware of the city's strong interest in maintaining the maximum amount of native trees possible in its right-of-way.

Scenic Corridor Overlay District

For the following reasons, the creation and implementation of an additional overlay zone in High Point for the Business I-85 corridor would be premature at this time:

1. The corridor is not under heavy development pressure as are existing or planned scenic corridors like Eastchester Drive/Highway 68 and Wendover Avenue;
2. Much of the existing development in the corridor is of mixed visual quality, making it difficult to ascribe high scenic qualities to the entire corridor; and
3. Because a large share of the most attractive development property in the corridor is not now within the city limits, it would be subject to rezoning when it is annexed and development proposed. The city can then work through the conditional use rezoning process to ensure high quality new development in the corridor.

However, this policy should be re-examined beginning three years after the adoption of this plan in order to determine whether such a district is needed at that time.

Land Use

Three amendments to the 1992 Land Use Plan are recommended in addition to the 254 acres centered on River Road between Riverdale Drive and Vickrey Chapel Road redesignated in 1994, as follows:

1. Approximately 226 acres of the area in the Business I-85 Corridor included in the 1995 Interstate 85/Northwest Randolph County Development Assessment should be designated for heavy industrial use. This land is located in the rough triangle formed by the Guilford/Randolph County line, the Randolph/Davidson County line and Prospect Street;
2. The approximately 167 acres designated for heavy industrial use in the Uwharrie General Watershed Area should be redesignated for light industrial use. This land is generally between West Fairfield Road and the Guilford County line, west of South Main Street and east of Prospect Street; and
3. The approximately 690 acres located south of Business I-85 bounded by Old Mendenhall Road and Prospect Street (also included in the NW Randolph County Development Assessment) should be designated for light industrial use, with the exception of the low density residential area which may become a part of an incorporated Trinity. See Map 6.

Protection of Drinking Water Supplies

Until the state designates the Randleman watershed a drinking water watershed, High Point should protect this future water supply through the use of the conditional use and rezoning process when development proposals are made and annexation is sought.

Vehicular Access and Maintaining Traffic Flow

1. The NCDOT should be encouraged to continue to deny at-grade access to Business I-85.
2. In the event that such access is granted, acceleration/deceleration lanes should be constructed at the expense of the developer.





Adoption and implementation of these policies will ensure that the Business Interstate 85 Corridor will remain physically attractive while at the same time providing High Point opportunities for economic growth.

Business I-85 Corridor Plan

Map 6

Proposed Land Use Plan Amendment

Legend

-  Area of Proposed Land Use Amendment
-  City Limits
-  Thomasville Planning Area
-  Uwharrie Watershed

Land Use Categories

-  Low Density Residential
-  Community/Regional Commercial
-  Light Industrial
-  Heavy Industrial

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